





have decided as existing in 1830, wherever  
whenever the State may have in the Road  
would not probably become a total loss.

Their objection from the Charleston Cor-  
rier upon which I have been commenting, comes  
from the Editor the following remarks:

"We publish by request an article over the  
signature of 'C.' It appears to have been written  
from the interior, and no doubt contains an  
argument in favor of the upper Rail Road between  
Camden and Raleigh. The writer, however, will  
find it difficult to shake us Charlestonians yield to  
his positions, or to his views, that the connection  
between Charleston and Wilmington decidedly  
the preferred route will bring no other benefits to  
our city than 25 cents to consign men, and 50  
cents to heavy keepleers.

But the reverse is the fact; the Rail Road by Wil-  
mington will break down the existing interurb, and  
sustain all.

"It is certain that the citizens of Charleston  
will never contribute to any other route. They  
will interpose no obstacles to a Road from Camden  
to Newber, *from Newber to Wilmington*

the Districts of Kershaw and Darlington, and Sumter and Marion, with the intersecting counties on their line in North Carolina think proper to construct it. But 'C.' may rest assured that no argument which he has presented will divert Charleston from the direct connection with Wilmington, and that seconded as they will be by Horry & All Saints, Christ Church, Waccamaw & Santee—they feel confident that the work will be soon commenced and speedily built."

From the foregoing remarks of the Charleston Editor, it would appear that the inhabitants of that part of the country are determined to have a direct communication with this town by means of a Rail Road running along the sea coast. To this, the citizens of Wilmington have no reason to object. It can scarcely affect the interests of the town one way or the other. It may shorten the route between Charleston and New York a few hours, and place the communication beyond the contingency of storms and gales. In Charleston, they appear to be equally indifferent to the two new routes spoken of in this State; that is, the Fayetteville route from Raleigh to Camden, through Fayetteville and Cheraw; and what may be called the middle route, from Wilmington to Manchester.

From an able article published in the Commercial of the 20th ult, under the signature of CASSIN, we learn that there is little difference in the level

of the two routes; that on the upper route, 44 miles more of Rail Road would have to be constructed than on the middle route; and that the nature of the ground is much more favorable on the middle than on the upper route. That witness is, that, "on the Wilmington and Raleigh Rail Road, the greatest grade is 30 feet per mile, while on 60 miles of the line between Wilmington and Manchester, which have been surveyed, the greatest grade will not exceed 20 feet per mile, while on the route from Belfeld to Raleigh, there are grades of 50 and 60 feet, and North of the Doanoke, a grade of 96 feet per mile, for nearly 20 miles."

Notwithstanding the disadvantages under which that proposed line of Road labors, I say again, it may, by the aid of borrowed capital, be constructed. But admitting this to be uncertain, or even doubtful, the subject is of too vital importance to the citizens of Wilmington to tolerate even a contingency. If that upper route were designed to develop the resources of the middle and western counties, and to benefit the State—if it were calculated to increase the prosperity of Raleigh, Fayetteville, and the other counties of the State,

tevir, or of any town in North Carolina, the enterprise would enlist the sympathies and well-wishes of the citizens of this town in its behalf— but when they know it to be ruinous and discreditable to the State, making her, as I have a ready aid, tributary to South Carolina and Virginia, and that it would ensure the complete ruin of this town, nothing that can be accomplished by human effort, at almost any cost and sacrifice, should be neglected, which will defeat such suicidal policy and avert such lamentable consequences. And fortunately, the citizens of Wilmington have it in their power to save the credit and honor of the State, and at the same time, to preserve their own town from ruin. That the Road to Manchester will accomplish this, I shall endeavor to show in

next article. WM. P. HORT, M. D.

**THE SANTA FE EXPEDITION.**

The following items are copied from the Charleston News :

The St. Louis Republican states that an express from Gen. Kearney's camp, at Bent's fort, arrived at Fort Leavenworth on the 14th inst. The express left Gen. Kearney on the 10th of July.

Gen. Kearney, with his command, consisting of several companies of U. S. Dragoons, the 1st Regiment of Missouri Volunteers, under Col. Doniphan, and the Battalion of Vol-

ter Artillery, under Major Clark, set out from Bent's Fort for Santa Fe, on the 1st day of August. The troops were all in excellent alth and spirits—there had been but one halt up to the time the express left. A short time before the express left, Capt. Moore, of the Dragoons, captured three spies who had been sent out from Santa Fe to ascertain the strength of our force. They were taken all over the army, by order of Gen'l

From these maps, and from other sources, it had been ascertained that the Mexicans were anxiously awaiting the arrival of the army, believing that it would furnish them a harvest the way of trade, and protection from troublesome Indians in their vicinity. There is no troops at Santa Fe, nor in the upper provinces, and none were expected. Gov. Alvaro has issued a proclamation, in which he has been causing dissensions between the United States and Mexico, and not interrupt the trade between the United States and Santa Fe.

The Indians of Santa Fe were making some preparations in the way of fanning, and other sports, for the reception of the United States troops; and some of them expected to be permitted to go with the expedition to California.

It is said that Gen. Kearney will stop at Santa Fe until Col. Price's Regiment arrives there. That upon their arrival, that Regiment, a portion of it, will be left to occupy Santa Fe, and other important points in the vicinity. Gen. Kearney, with the residue of the army, will proceed immediately to California.

the five hundred Mormon Infantry, under command of Lieut. Col. Allen, were pressing rapidly. It was believed they would hit Bent's Fort nearly as soon as Col. Price's regiment.

Great many traders and a very large amount of goods are going out. They are scattered all along the route. The road is represented as in splendid condition.



1946-1947 HART & POLLEY.



**FOR SALE.**  
USHELS Black Eye Pease,  
60 do Rice Douze.  
by BARRY & BRYANT.

**SUGAR.** 5 hhd New Orleans Sugars, for  
sale by  
E J LUTTERICK.

**AT COST.**  
**WING** to the large stock of **READY-MADE**  
**CLOTHING**, I offer **very** inducements to  
 the **wholesale** of **CLOTHING**.  
 My stock is large, and embraces every article  
 is usually kept in a **Clothing Store**, all of  
 I offer at **New York** cost and charges, for  
**H. S. KELLY**,  
 Market street.  
 May 23, 1846.]

qualities. I at present that must give satisfaction for the term  
Hay, we are sowing new days for the North, would you  
concerning, we are intends to replenish the past, H. H. H.  
check on hand, from the first makers there, and which has  
CHAS. BLAKESLEY, and to his  
Hampington, June 12, 1846 189  
ALY. - 260 bales Hay, for sale to JOHN. always be  
[July 24] LUTHER in the dis  
Winn

of New Hanover County Court. He usually solicited from his friends and the generally a share of their patronage. himself that he will use the utmost transaction of all business entrusted to him. He would also say that he will gladly to render the seller any assistance of produce.

ton, May 18, 1846

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April 1

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M1

DETAIL from 6 A. M. to 10 P. M.  
th, 1846.

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HDS. Bacon Sides;  
" prime New Orleans Sugar;  
cacks Salt;  
thngs Molasses;  
ble prime New Orleans Molasses.  
ceived and for sale.

HALL & ARMSTRONG

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